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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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C-O-N-F-I-D-E-N-T-I-A-L

COUNTRY	Rumania	REPORT	
SUBJECT	New Military Airfield for IL-28s at Kogalniceanu	DATE DISTR.	8 Dec. 1955
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DATE ACQUIRED		This is UNEVALUATED Information	

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

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USAF review completed.

25 YEAR RE-REVIEW

C-O-N-F-I-D-E-N-T-I-A-L

STATE #	X	ARMY #	X	NAVY #	X	AIR #	X	FBI		AEC					
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COUNTRY Rumania

DATE DISTR. 14 Nov. 1955

SUBJECT New Military Airfield for IL-28s at
Kogalniceanu

NO. OF PAGES 8

DATE OF INFORMATION

REFERENCES:

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PLACE ACQUIRED

THIS IS UNEVALUATED INFORMATION

1. Following is the legend for the sketch on page 5 :

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- a. Village of Kogalniceanu (N 44-22, E 28-27, formerly Ferdinand I).
- b. A road which led to the village of N. Balcescu (N 44-24, E 28-23, formerly Carol I).
- c. The newly-constructed Kogalniceanu Military Airfield which was about 25 km. north-northwest of Constanta and six kilometers from Lac Tasaul (N 44-22, E 28-35).
- d. A road which connected the village of Sibioara (N 44-22, E 28-33) with the villages of Kogalniceanu and N. Balcescu.
- e. A road which led to Constanta through the village of Ovidiu (N 44-16, E 28-34); this road, partially of crushed stone and partially of cobblestone, was approximately 10 m. wide.

2. [] a partial view of the Kogalniceanu Military Airfield
[] was identified the following points shown on page 6:

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- a. A road of crushed stone which connected Kogalniceanu Airfield with the Ovidiu-Kogalniceanu road.
- b. A guard shack and the check point for all vehicles and pedestrians. This check point was guarded by an armed guard.

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c. A hangar which was approximately 100 x 50 x 15 m; [redacted]

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d. Eight brick buildings which were two and three stories high; [redacted] they were used as billets and administration offices of the airfield.

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e. Two taxi strips [redacted]

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[redacted] both strips were approximately 20 m. x 10 m. and were constructed of reinforced concrete. [redacted] the concrete was defective.

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f. A grass-covered area.

g. One runway, in the middle of the airfield, which ran in a north-west-southeast direction and which was 2500 m. long; it was 60 to 80 m. wide and was built of reinforced concrete. The concrete surface was in poor condition and had cracked.

3.

[redacted] no radar facilities nor any control tower at the field. [redacted] four Molotov-type gasoline trucks, approximately three tons each, which brought fuel from Constanta. Electricity was available at the field [redacted] The construction of a control tower and other buildings was in progress and the cracked runway and taxi strips were under repair.

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4.

[redacted] six IL-28 aircraft parked in front of the hangar. These aircraft had been brought from the USSR and were part of a new bomber division that was being formed. Three Soviet officers - one pilot, one navigator, and one technician - checked out Rumanian Air Force officers in the IL-28s. The course taught by the Soviet officers consisted of six months of ground instruction and one month of actual flying. This course began in November 1954 and ended on 4 May 1955 at which time the Soviet officers left the airfield. [redacted]

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[redacted] Airfield. From this visit to the airfield, [redacted] the following details of the navigator's compartment, the gunner's turret, and the bomb rack:

Navigator's Compartment

a. The navigator's compartment had the following instruments on the left-side wall (see page 7):

(1) The radio compass (radio compasul).

(2) Radio altimeter (radio altimetrul).

(3) Air-speed indicator (vitezometrul).

(4) Gyro-horizont indicator (giro-orizont).

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(5) An unidentified instrument [redacted]

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The radio transmitter and receiver (statioa de radio emisie-receptie) were located to the right of the air-speed indicator. (This does not appear on [redacted] sketch [redacted])

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b. On the right-side wall of the navigator's compartment, [redacted] a panel with 72 switches; included among these were switches for interior lights and starters [redacted]

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c. Seen from above, [] the following (see page 8 for sketch):

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- (1) A secondary, or reserve, seat (scaunul de rezerva).
- (2) A board radar support (suportul radiolocator), located in front of the secondary seat which was occupied by the navigator while operating the radar.
- (3) The bombsight (vizorul de bombardament) which was operated by the navigator while sitting in the secondary seat.
- (4) An automatic pilot (pilotul automat) which was used by the navigator as soon as the aircraft reached the target area.
- (5) The navigator's seat (scaunul principal) where the navigator normally sat to observe his instrument panel.
- (6) The compass (busola).

d. The navigator's compartment was closed. In case of danger during a flight, the navigator used his main seat, on the right, which was ejectable after first automatically opening the top of the cabin by using a special handle located by this seat. [] the navigator's compartment was mainly constructed or "celluloid" which gave the navigator a very good view; further, that the navigator's compartment had many other instruments which had Russian lettering. []

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Tail Gunner's Turret

e. This compartment was located in the tail of the aircraft and was entered by the gunner (mitraliorul) by means of a hatch, beneath the fuselage, which also served as a ladder; this was the only entrance to the turret. The following instruments were observed [] in this compartment:

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- (1) Optical-sight instruments (aparatele de ochire optice).
- (2) Gunner's seat (scaunul mitraliorului).
- (3) Fire-control mechanism.
- (4) Radio-communication instruments.
- (5) Gunner's helmet.
- (6) Oxygen mask (masca de oxigen).

f. [] this compartment was also primarily constructed of celluloid. In case of danger, the gunner escaped through the same hatch that served as the entrance.

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Bomb Rack

g. This was located under the fuselage of the aircraft. Its length was about three meters and its width approximately one meter. In this bomb rack, different bombs with a total weight of approximately 5,000 kg. could be placed or only one bomb which weighed 5,000 kg. could be used. The bombs were electrically released by the navigator; the bomb bays opened and closed automatically when bombs were released or loaded.

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5. [] the IL-28 was provided with two cannons, one each mounted on the outside of the engine nacelles, and that they were electrically-operated by the pilot; the caliber of these cannons is unknown [] Two other cannons were located in the tail gunner's turret. The navigator flew the aircraft with the automatic pilot during the bombing run. 25X1
6. [] the maximum flying altitude of the IL-28 was 12,000 m. and that its maximum speed was 700 kph, fully loaded at this altitude, with a maximum flying range of 4200 km. [] did not know whether or not ~~negative~~ fuel tanks were available but learned that the crew used Soviet-made Racheta parachutes. [] 25X1

IL-28 Training of Rumanian Pilots and Navigators by Soviet Air Force Officers:

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7. After completion of a six month theoretical course and a one-month flying course, the three Soviet Air Force officers left Kogalniceanu Military Airfield. The following Rumanian Air Force officers were trained by Soviet officers on IL-28; these men qualified as instructors and were assigned to the bomber division which was being formed:
- a. Lt. Col. (Locotenent Colonel) Moraru (fnu), CO of the new IL-28 division at Kogalniceanu Airfield.
- b. Senior 1st Lt. (Locotenent Major) Ioan Tamaianu, [] navigator [] 25X1
[] 25X1
[] 25X1
- c. Senior 1st Lt. (Locotenent Major) Caravan (fnu), a very good pilot [] 25X1
[] 25X1
- d. Senior 1st Lt. (Locotenent Major) Enache (fnu), a very good pilot [] 25X1
[] 25X1
- e. Lt. (Locotenent) Bratu Stancu, a navigator [] 25X1
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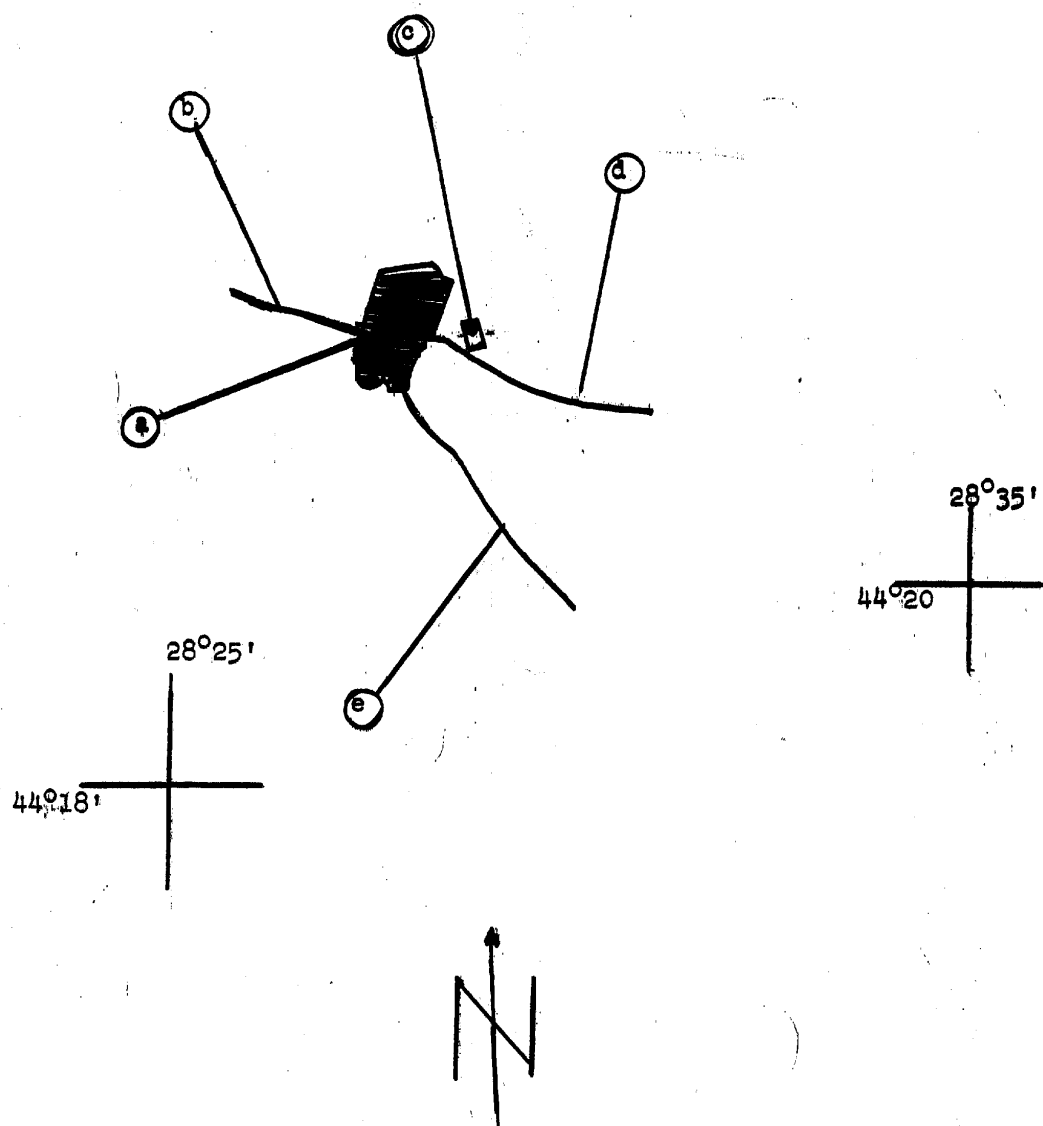
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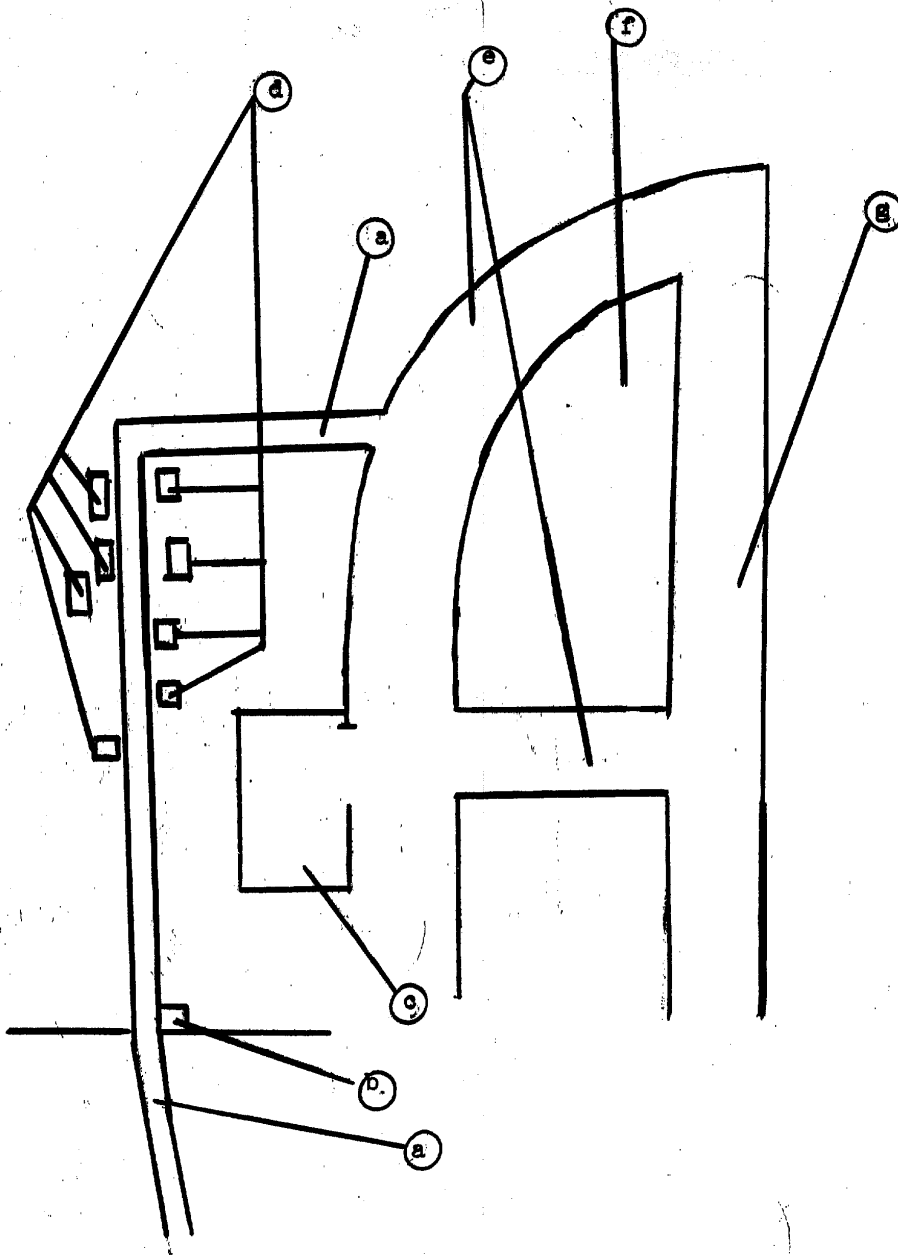
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Sketch of KOGALNICEANU
Airfield

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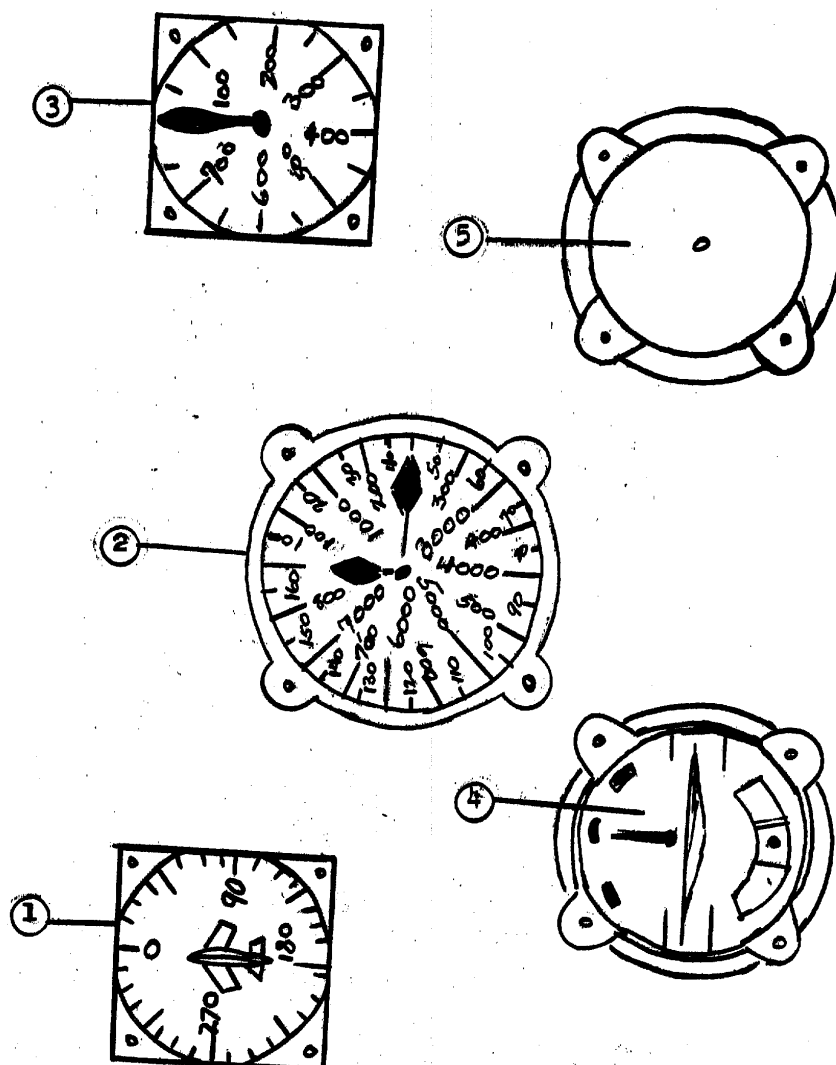
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Instruments on Left Side of Wall in Navigator's Compartment



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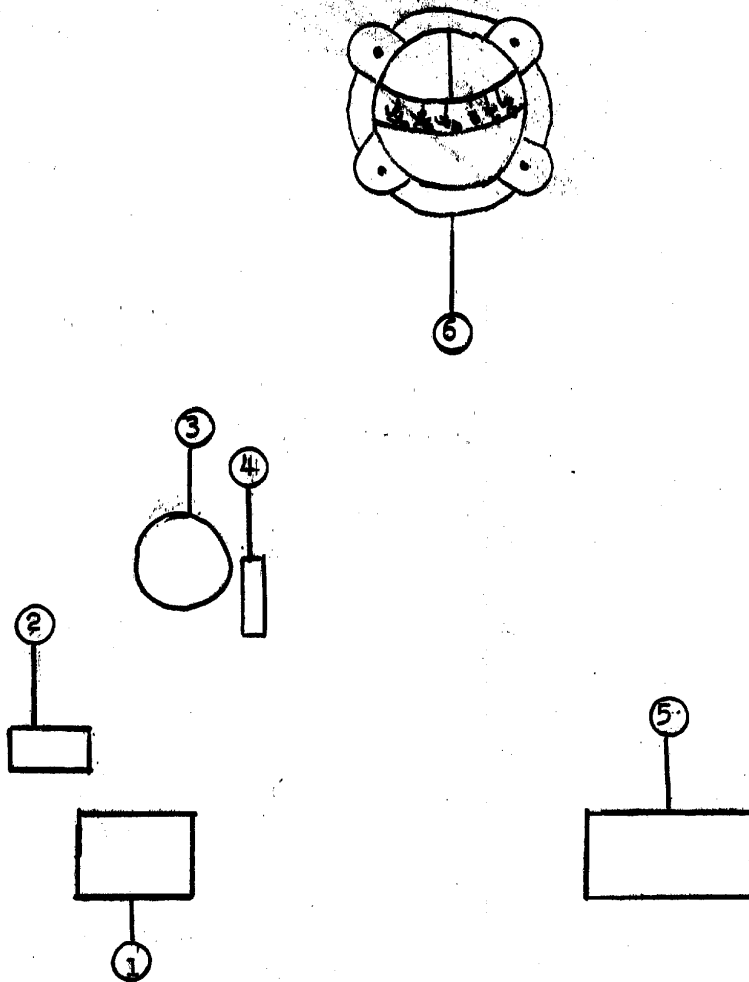
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Top View of Navigator's Compartment



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